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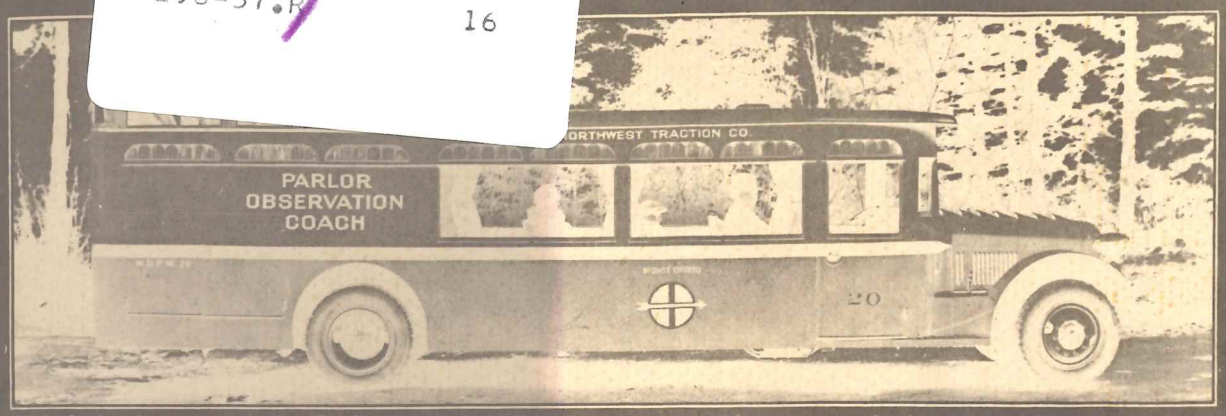
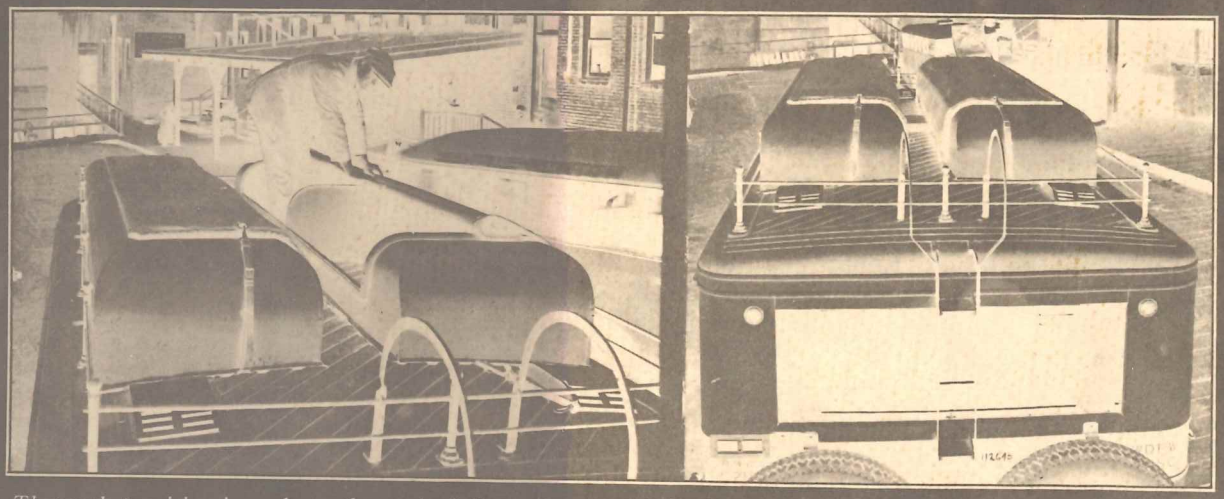
Luggage-Handling Arrangem



This body, developed by George Newell and E. N. Swift, manager and master mechanic respectively of the Pacific Northwest Traction Co., at Everett, Wash., not only represents a distinctly new type of motorcoach body but provides thorough protection for luggage in the closed compartment underneath the elevated observation section. The luggage compartment is 84 in. wide by 72 in. long by 30 in. high and is only accessible from the outside by locked doors. The elevated observation cupola is 32 in. above the floor of the lower deck and is reached from the interior by three steps



Thorough provision is made on the roof of the parlor cars of the Portland-Seattle Stage Co. for the protection of luggage from the damp climate of the Northwest and the roof is made easily accessible to the operator by the substantial ladder at the rear. Mgr. Adolph D. Schmidt also provides interior illuminated signs to announce lunch, rest stops, etc.; these announcements are turned on at suitable times by the driver

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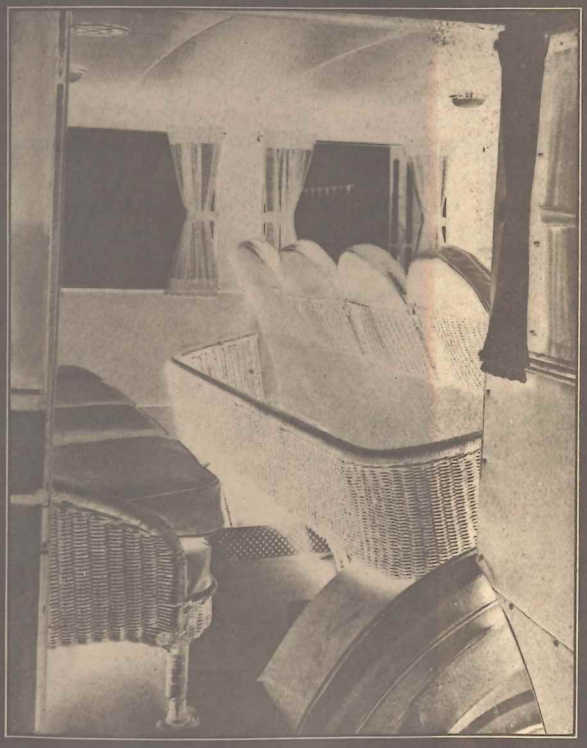
[illegible] and meets the [illegible] gage and parcels. The [illegible] a metal shelf with division brackets which serve to stiffen the construction and to deaden noise; this deadening is furthered by carpet lining; on the bottom the trimming harmonizes with the interior of the body. A wood beading or handrail is provided to prevent baggage from being tipped out of the racks; it also serves to assist passengers in moving down the aisle



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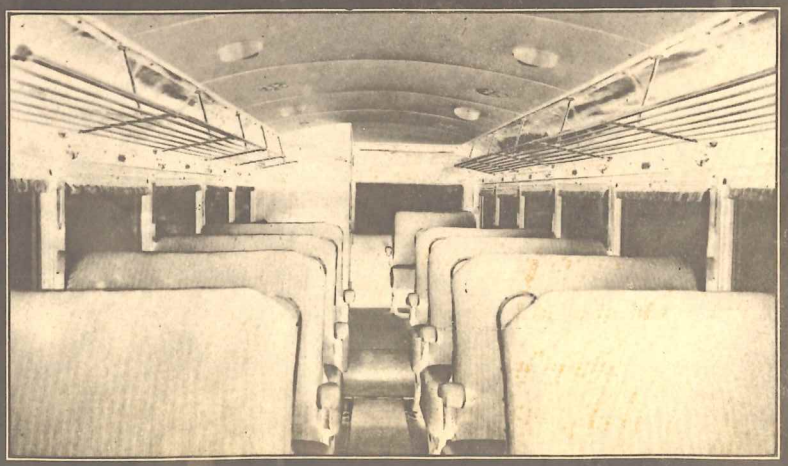
Interior of Reo sedan bus showing parcel and luggage basket utilizing wheelhouse space to advantage. It also shows the front of the Kamco seats, which are anchored by hinged front feet only, permitting the seats to be tilted forward and passengers to enter two rows of seats from one door. The rear row of seats may thus be tilted forward and the space used for additional baggage, when necessary



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A. G. Harman & Sons' "Hoosier Special," a 26-passenger express coach mounted on the Ruggles Model 70 chassis, has an interior nickeled luggage rack, in addition to the customary rack on the roof. Note the use of railroad-type seats with upholstered armrests; wide observation window at rear; lavatory in right-rear corner; the shielding of the domelights in front to prevent undue forward glare